23: Shabad N-4 (no date) 1951 Rl Soviet Union Rl
Soviet Central Asia Rl 1

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kand–Namangan. Water transport is rather unimportant, the only suitable route being the Amu Darya below Chardzhou. In the mountain regions transport has to rely on highways, the main routes linking Osh with Khorog, Tashkent and Leninabad with Stalinabad, and Stalinabad with Khorog. In the desert, camel caravans continue to be the main commercial link, supplying particularly the oasis of Khorezm.

3: Czaplicka E-4 (no date) 1918 RL4 Turkic Peoples
Turkestan RL1

489 It has been said that this rich area has no communication with the world outside, and difficult communications within. It is true that the only sea-outlet is through the mouths of the Ob and the Yenisei; but with the recent re-opening of the Kara Sea route the northern river-ways have a great commercial value. This will especially be the case when, on the completion of the Ob–Arctic Ocean Railway, there will be no necessity to cross the Kara Sea with its dangerous straits.

Within this region the communication is carried on—

491 (*a*) By means of natural roads, of which there are some 109,000 versts in Siberia, and 58,000 versts in Russian Central Asia, not counting the secondary roads.

133 505 (*b*) By means of river-ways, in which especially Western Siberia is very well endowed. The basin of the River Ob alone is navigable for a distance of some 15,000 versts, while some 16,000 more is passable for floating. Turkestan, with its two chief rivers Syr-Daria and Amu-Daria, has much more limited river communications; Amu-Daria is navigable for a distance of some 1,400 versts, but for steam-ships only 800 versts. Syr-Daria could be made navigable for a distance of 1,200 versts, but at present the river is more important for irrigation purposes. The southern rivers are free from ice for about six months in the year, while the rivers north of the Altai Mountains are navigable from three to four months a year.

496 (*c*) The railway is, of course, the most important means of communication, and each new line causes a great industrial and social upheaval in the district. The Trans-Siberian has only a relative value, and much greater importance is attached to the southern line of the Trans-Siberian (Chelyabinsk–Omsk) and the new branches; the Altai (Novo-Nikolaevsk–Biisk–Semipalatinsk) and the Minusinsk (Achinsk–Minusinsk). The Central Asiatic (Krasnovodsk–Andijan), covering 2,368 versts, and the Tashkent Railway (Orenburg–Tashkent), covering some 1,756 versts, unite to some extent Russian Central Asia with Western Siberia. A line between Semipalatinsk and some point on the Tashkent Railway will be of enormous importance for the further development of Western Siberia,